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C E R T I F I E D

25X1

[redacted]

20 December 1965

25X1

25X1

Subject: [redacted] Project [redacted]

25X1

Progress Report - November 1965

Gentlemen,

Enclosed is a copy of [redacted] Progress Report on Project [redacted] for the period covered November 1965. Also included is a copy of our Financial Report on the above program.

25X1

25X1

Very truly yours,

[redacted]

25X1

LHB/de

Enc: (1) P.R.
(1) F.R.

[redacted]

25X1

Declass Review by NIMA / DoD

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[redacted]

25X1

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25X1

C E R T I F I E D

25X1 [redacted]

20 December 1965

25X1 Subject: [redacted] Project [redacted] 25X1
Progress Report - November 1965

Gentlemen,

Enclosed is a copy of [redacted] Progress 25X1
25X1 Report on Project [redacted] for the period covered November 1965. Also included is a copy of our Financial Report on the above program.

Very truly yours,

[redacted] 25X1

LHB/de

Enc: (1) P.R.
(1) F.R.

25X1 [redacted]

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25X1

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25X1

25X1 [redacted] PROGRESS REPORT

Period Covered: November 1965

25X1 Document No.: [redacted]

Dated: 17 December 1965

PRESENT STATUS

25X1 [redacted]

Fabrication of parts is approximately 50% complete. Assembly has not started although some preliminary assemblies have been made to check out part dimensions.

The design of the handwheel motion sensor has been changed eliminating the potentiometer and slip rings. The sensor uses instead a small lamp, polarizing discs and photoconductive cells to sense the relative angular position between the handwheel and the servo-driven shaft. This has been breadboarded and works satisfactorily. It results in a small increase in complexity of the electronics but this, we feel, is more than compensated for by the reduction in the assembly time of the potentiometer and slip rings, and the increase in the inherent reliability of the design.

25X1 [redacted]

Fabrication of parts on the [redacted] units is approximately 20% complete. No assembly has been started. 25X1

An interesting feature has been included in the design to reduce the amount of force required to translate the

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25X1

X and Y carriages without sacrificing the inherent accuracy of the sliding rod-in-Vee groove concept. This reduction in apparent friction is accomplished by supporting part of the weight of the X and Y carriages on a spring which is attached to a ball bearing roller that runs on the clearance cut in the bottom of the Vee groove. The amount of spring compression, and therefore the amount of carriage weight supported by the low friction bearing, is adjustable and may be set according to the operator's preference.

The handwheel sensor design [redacted] 25X1

25X1 [redacted] has been changed to the photoelectric type as described above

25X1 [redacted]

PROBLEM AREAS

25X1 [redacted]

Fabrication - The main casting was received from the foundry and found to be out of tolerance. The casting was rejected and is being recast. We do not expect that this problem will affect delivery.

A prototype of the motor to be used in the power assist system was received but was found to be wound for the wrong voltage. The vendor has agreed to rework the unit at no cost, but we are temporarily retaining the motor for tests on other portions of the power assist configuration.

25X1 [redacted]

Micrometer heads promised by vendor for 28 November 1965 have not yet been received.

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25X1

PROJECTED WORK FOR MONTH OF DECEMBER

25X1 [redacted] It is expected that fabrication of parts will be 75% complete. We do not expect to start fabrication except for perhaps a few trial subassemblies to check part fits.

25X1 [redacted] We plan to complete 40% of the fabricated parts. No assembly will be started.

SUMMARY OF CORRESPONDENCE BETWEEN [redacted] CONTRACTORS 25X1
PROJECT ENGINEER

None

FINANCIAL STATUS

Financial Report for October is included.

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